

HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT - DEIS BACKGROUND AND STATUS

Status of the DEIS

The DEIS was released in November 2008, and after an extension of the public comment period, public comment was closed during the first week in February. Over 600 people submitted comments and over 3200 individual comments were received. Staff from the City of Honolulu Rapid Transit Division (RTD) met with Region IX and TPE staff on March 9 and 10 to discuss responses to these comments. Region IX staff also participated in coordination meetings with the National Park Service (NPS) and the Environmental Protection Agency (EPA). A great deal of regular interagency coordination and discussion remains as is expected on a major project, but major issues to be addressed include:

- The NPS acknowledges that there may be impacts to be mitigated, but is very interested in the location of a station that would directly serve the Arizona Memorial area. A station is not currently proposed there, although a station would be located approximately a half a mile away.
- The EPA is interested in ensuring that there is sufficient coordination with the US Army Core of Engineers on wetlands issues and that the water quality issues, noise issues and Section 106 impacts are addressed, and that environmental justice issues are addressed in the "Banana Patch" area of Oahu.
- The Advisory Council on Historic Preservation has expressed interest in the 106 coordination process and requested information and progress updates from FTA.
- A local opposition group with a pre-determined position that the DEIS and the alternatives analysis are fatally flawed and that a managed lane solution is the answer submitted numerous comments and continues to contact FTA to express their views.
- The general public also expressed a wide range of positions on the project, but a broad theme of negative comments was the negative visual impacts of the elevated system on the scenic views of the island. This included visual impacts in general and impacts to specific designated view sheds.

Proposed EIS Schedule

The Honolulu RTD staff hopes to submit a draft of the FEIS in May or June of 2009 with a finalization of the FEIS in August and to receive a Record of Decision by September of 2009.

Summary Schedule

Activity Description	Airport Schedule
Start Vehicle Procurement (incl. specification development)	12/05/07A
Select Vehicle Technology	04/17/08A
Finalize DEIS/Publish Notice of Availability	10/30/08A
Issue RFP Part 1 – WO/FH Design-Build Contract	02/04/09A
Issue RFP Part 2 – WO/FH Design-Build Contract	04/03/09A
Complete Vehicle Specification/Issue RFP Part 1 – Systems Design-Build Contract	04/09/09A
Issue RFP Part 1 – Maintenance Storage Facility Design-Build Contract	05/29/09
Start PE for Project	07/07/09
Issue RFP Part 2 – Maintenance Storage Facility Design-Build Contract	07/24/09
Issue RFP Part 2 – Systems Design-Build Contract	07/31/09
Finalize FEIS/Publish Notice of Availability	08/27/09
Record of Decision (ROD)	10/01/09
Issue NTP for WO/FH Design-Build Contract	12/13/09
Start Right-of-Way Relocation and Acquisition	02/24/10
Enter Final Design – Kamehameha/Airport/City Center Phases	04/28/10
Start WO/FH Construction / Start Utility Relocation	03/13/10
Issue NTP for Maintenance Storage Facility	03/30/10
NTP for Systems (vehicles, traction power, train control and communications)	05/25/10
City Executes FFGA	06/22/11
Vehicles – First Delivery	10/06/11
Open Waipahu/Leeward Section	11/20/12
Vehicles – Delivery (Remaining Vehicles)	02/07/15
Open (Revenue Operation) for the Project	03/10/19

A = Actual

Financial Issues/Potential Project Changes

The cost estimate for the Airport alignment as stated in the DEIS and expressed in 2008 dollars, excluding finance charges, is currently \$4,125 million. In year of expenditure (YOE) dollars, the estimated cost is \$4,927 million, excluding finance charges. The anticipated finance charges for the Airport alignment is \$506 million in YOE dollars, bringing the total estimated cost of the project, including finance charges, to \$5,433 million. The City intends to increase the New Starts Federal share from \$1.2 billion (YOE) to \$1.4 billion (YOE), as stated in the DEIS, Chapter 6, Section 6.2.2, FTA Section 5309 New Starts Program. The project cost effectiveness for the Airport alignment is \$17.78.

On March 28, 2009, the City provided a revised Project Cost Estimate for review, which reflected the Airport alignment in the Standard Cost Category (SCC) format. The current total project cost, expressed in second quarter 2008 dollars, excluding finance charges, is shown as \$4,283 million. In YOE dollars, the estimated cost provided is \$5,043 million, excluding finance charges. Updated finance charges are being calculated and will be released by the City with the updated Financial Plan in late April 2009.

Status of the Activities Honolulu High-Capacity Transit Project

Current Status

On January 21, 2009, the City requested a Waiver to issue a Part 2 RFP- requesting technical and cost proposals from pre-qualified proposers. FTA advised the City that a waiver would not be required and cautioned the City not to award the contract until after obtaining a ROD.

On February 4, 2009, the City released RFP Part 1, Request for Qualifications, for the first guideway segment from East Kapolei to Pearl Highlands.

On February 25, 2009, the City requested a waiver for a proposed reduction of the 100% performance bond requirements of 49 CFR Section 18.36(h), as permitted by the regulations and Section 2.h.(1)(e) of FTA Circular 4220.1 F, Third Party Contracting Guidance.

On April 3, 2009, the City releases the RFP Part 2 – WO/FH Design-Build Contract - Request for Technical and Price Proposals.

On April 9, 2009, the City released the Vehicle/Core Systems Design-Build Contract RFP Part 1, Request for Qualifications which includes the procurement and installation of vehicles, traction power, train control, and communications.

On April 30, 2009 the City plans to issue the updated Financial Plan.

On May 29, 2009, the City plans to issue a third Part 1 RFP for the Maintenance and Storage Facility.

The City has advised that no contract work will be authorized on any of these procurements until after the ROD. However, once the ROD is issued, the City intends to move ahead rapidly with its own funds on the design and construction of the WO/FH Guideway, the Core Systems including the procurement of vehicles and the Maintenance and Storage Facility contracts.

As it makes preparations to acquire right-of-way (ROW) immediately following the issuance of the ROD, the City is currently working to secure rights-of-entry to progress geotechnical, corrosive control, and environmental and archeological surveys along with property survey and mapping. The procurement of property appraisal services is underway.

The City will also be requesting relevant Letters of No Prejudice (LONPs) to proceed with the Design-Build contracts prior to issuance of a FFGA for the HHCTC Project. The following is a list of the LONPs currently being considered:

- Issuance of NTP for Final Design Services for WO/FH Guideway Design-Build prior to Final Design Approval
- Issuance of NTP for Final Design Services for Farrington Station Group prior to Final Design Approval
- Issuance of NTP for Final Design Services for Pearl Highlands Station and Garage Group prior to Final Design Approval
- Issuance of NTP for Design-Build Maintenance and Storage Facility Contractor prior to FFGA
- Issuance of NTP for Design-Build for Kamehameha Guideway Design-Build prior to FFGA
- Issuance of NTP for Design-Build for Airport Guideway Design-Build prior to FFGA
- Issuance of NTP for Design-Build Core Systems Contractor prior to FFGA (P440)

This list of LONPs is based on the plan for final design approval in April 2010 and a FFGA in June 2011.

Staffing: the City is in the process of bringing several new staff on board.

